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most of which are of the Portuguese-German type, but I trust the sketch is sufficient to give a fair understanding of the significance attaching to this cartography. With the 1538 map of Mercator I may fittingly close. It is one of the first of that great cartographer, and a copy of it is now in the possession of your own Society.

Waldseemüller applied the name America to the southern continent. Mercator gave it also to the northern. Waldseemüller evidently thought the new country a region separated from Asia, and this is an opinion also expressed by Mercator in his map. Passing over the idea of Franciscus that the new country was a part of Asia, and the Spanish idea that such connection was possible though unknown, Mercator gave the western continent a contour approaching accuracy.

NEW BOUNDARY BETWEEN BRAZIL AND BOLIVIA.

(MAP, Page 256.)

The long dispute between Brazil and Bolivia over the possession of the large territory known as the Acre district has at last been settled by the adoption of a boundary treaty, signed at Petropolis, on November 17 last, ratified later by the respective Governments and proclaimed on December 28. Our map, showing the new boundaries established by this treaty, has been reproduced from the official map issued by Brazil. The treaty not only adjusts the boundary questions relating to the northern frontier of Bolivia, but also the smaller question concerning the boundary between the two countries south of Matto Grosso. An inset on the map shows the slight changes in the latter part of the boundary.

The treaty provides that a Mixed Commission, appointed by the two Governments, shall demarcate the new frontier. Their work may slightly change the position of parts of the boundary, for the reason that the geographical data at hand, when the treaty was made, were not sufficient at several points for a sharp definition of the frontier. The treaty provides, for example, that from the source of the Iquiry River to Bahia Creek the boundary shall follow the highest elevations of the land or a straight line, as the boundary commissioners shall deem most convenient.

If any controversy arises between the Brazilian and Bolivian commissions which cannot be settled by the two Governments, it is to be submitted to the decision of a member of the Royal Geographical Society of London, chosen by its President and the Council.

The map shows that while a large amount of territory is given to Brazil the Republic of Bolivia receives in exchange no equivalent area. For this reason Brazil has agreed to pay to Bolivia an indemnity of £2,000,000 sterling, which Bolivia accepts, with the intention of using the money chiefly in the construction of railroads or other works tending to improve the communications and develop commerce between the two countries.

The treaty stipulates that within eight months the two Governments shall conclude a Treaty of Commerce and Navigation based upon the principle of the most ample freedom of transit and river navigation to both countries—a privilege which they shall enjoy perpetually, on condition of their respecting the fiscal and police regulations established in the territory of each. These regulations shall be as favourable as possible to navigation and commerce, and, as nearly as possible, uniform in the two countries.

Brazil has agreed to build on Brazilian territory, by itself or by a private company, a railroad to extend from São Antonio, on the Madeira River, to Guajará-Mirim, on the Mamoré, with a branch road running through Villa-Murtinho or another point near it, in the state of Matto Grosso, to Villa Bella, at the confluence of the Beni and Mamoré. Brazil will endeavour to complete this road within four years, and both countries shall use it, with right to the same immunities and rates.

The map shows the route of the railroad which Brazil will build around the falls of the Madeira and lower Mamoré Rivers. This route will be of great advantage to the commerce of Bolivia, which sorely needs an outlet to the Atlantic. Most of its exports are now carried at large expense to the Pacific, where they are still many thousands of miles from markets. Few of its products that are less valuable than silver, tin, and copper can bear the high tax of such expensive transportation. Unfortunately, between São Antonio, on the Madeira, and Guajará-Mirim rapids, on the Mamoré, the two rivers pass across a zone of granitic rocks 240 miles in width, forming rapids and cascades. The highest fall has a drop of forty feet, and the others vary from thirty feet to a few inches. In this stretch, of about 300 miles, the native boatmen have to haul their boats and freight around the forty-six falls; so laborious a process that from two to three months are required to make the ascent from the lower to the upper reaches. It is this obstruction to the navigation of the largest tributary of the Amazon that is now to be circumvented by the railroad which Brazil will build.





